

TIRE CHAINS PROVE ESSENTIAL TO SAFETY

Many years ago tire manufacturers advised against the use of chains on tires. This propaganda was in connection with their efforts to make a non-skid road to take into account in competition with other tires. That day has passed, however, as the actual skidding properties could not be demonstrated sufficiently to make it an actual marketable asset. The tire knows the situation, but unfortunately a lot of the old mistaken propaganda about the injuries chains do to tires still is being spread around, like a prohibition organizer. It is only fair to say, however, that this propaganda was directed at a type of chain that was anchored or fastened in such a way that the cross chains always bore on the same spot on the tire, and in the course of time did injure the tread and weaken the carcass structure. The tire manufacturers did not take into consideration the fact that the creeping type of chain not only did not injure the tire, but used all the time when necessary, actually saved the tire from injury.

There are two main facts regarding skidding that are apparent to anyone who drives. One is that a car skidding sideways on the rear wheels slides over the smooth surface to a point where the surface is rougher and the tires begin to take hold. The other is that a car does not stop immediately at the first rough spot, but due to momentum and the weight of the car, grinds the rubber over the rough spot a certain distance, which has the effect of a rasp being used on the tires. This is particularly the case when the wheels are locked.

It is a well-known engineering fact that railway cars with steel wheels running even on a glassy surface will skid. If the wheels should be suddenly braked while the train is in motion, skidding would occur. It is the same with a car. It is easy to imagine the effect on a rubber tire under the same action on a road surface when the car is braked suddenly when traveling in a forward direction. The wheels lock instantly but the momentum and weight of the car drag the hot rubber along on one spot on the rear wheels. The placing of a hand on this spot immediately after will convince one that this does not need to occur often to materially hurt the tire. With chain equipment and common-sense driving the car cannot even start to skid. This grinding of the tires is impossible whether the pavement is slippery asphalt or ice.

Point two in favor of chains is that the forward action of a car under wet or slippery conditions produces a similar grind around the whole surface of the tire when the wheels without chains spin in trying for traction for a starting position.

"SAFETY FIRST" HELPS REDUCE ACCIDENTS

Automobile accidents continue to get on the front pages of the newspapers, but the fact remains that the ratio of these mishaps to the number of cars and pedestrians grows less each year. And the reason for it is the attention people are paying to the safety first movement, which is one of the things of the age.

Education has rooted out carelessness to an extent. When you are out on a popular and crowded highway you see comparatively few infractions of the rules. Driving which reminds one of Wild West boys in the films is becoming scarce. The owners of cars have learned that it does not pay. Some of them have learned this at an expense and others have caught the spirit of equal rights, which means safety.

Of particular importance is watching out for children at all times. They do not know the rules, the direction into which they will jump from a bunch of kiddies is a closed book, so when in the vicinity of them it is well to be all eyes. There is no tragedy so appalling as that in which a child is the victim, and it is up to the motorist to help the little ones who cannot help themselves.

Pedestrians are slower in learning the laws of traffic than are motorists, for the only penalty that attaches to their heedlessness is their own liability to accident. But, they are learning. They mind the police much better and fewer of them cut across lots on the busy avenues.

It is noticeable in the larger cities where there is the greatest congestion the percentage of accidents is small, and the reason for this is that both motorists and people on foot are playing the rules of the game—"Safety First"—Dort.

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A wonderfully active medicine for Rheumatism and Gout—any age or condition. Surprised physicians, Dr. A. B. de Villeneuve, writes: "I have seen the marvelous results of your Famous Prescription 100384 in many instances." Makes the blood change in the blood, bone and system. No sufferer should fail to try it. Not narcotic. No disturbing drugs. It's great. At Drug Stores, St. Louis, Mo. Write for booklet.

Wm. H. MULLER, Chemist, Brooklyn, N. Y.

Truck Reliability Run Rapidly Gets Under Way

Rapid work will be accomplished from this time on in the promotional work of the First National Motor Truck Reliability contest, to be run out of Omaha under auspices of the Omaha Bee at a time not yet set, but to be decided upon after the trip of the pathfinder early in May over the 2,500-mile tentative route, which has been announced, and which has been given the title of the "Run Around the Money Belt."

Charles P. Root, general manager of the contest, and Illinois representative of the contest board, American Automobile association, has returned to his office in Chicago, from California, where he referred the opening race of the A. A. A. speedway championship race of 1930, run February 28. Mr. Root will make early arrangements to transfer his offices to Omaha, where he will work hand in hand with S. P. La Due, regional manager of the contest.

The receipt of entries is now of daily occurrence, the Douglas Motor Car company, of Omaha, and Napoleon Motors, of Travers City, Mich., having led the way. Information received from a number

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In cities all along the route plans are already under way to give the tour a grand reception, and in some instances the chambers of commerce have taken up the matter with the result that the entire run promises to receive a most fitting send-off everywhere.

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MR. RAE TAKES OVER LOCAL AUTO BUSINESS

R. M. McRae, who served with the motor transport corps overseas and who for nine months was stationed at LeMons, France, is still "identified with the business," although in peace-time pursuits. McRae has taken over the Memphis Service Garage, and finds that he has a busy business on his hands. He was at one time connected with the A. Graves Jewelry company.

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